

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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Tractor Plant in Chinkent

4. A tractor plant was located at Chinkent, South Kazakhstan, and was connected to the lead plant by a wide gravel road which crossed the town from east to west.³ A special railroad spur connected the tractor plant with Chinkent. The western section of the plant was of reinforced concrete, built before World War II. It was a restricted area and was guarded by para-military guards. [redacted] two large, new, reinforced concrete buildings were equipped with [redacted] power drills of various sizes. Sixty power drills were installed in the two-story "T"-shaped building located in the east yard, and 80 similar drills were installed in the square building [redacted]

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5. An underground reinforced concrete structure was built in the northern part of the plant yard, about midway between the eastern and western buildings. The structure was over 30 meters long from east to west and ten meters wide. A corridor, over one meter wide with six rooms on each side, passed through the center of the building. Each room was approximately four by five meters, separated by a brick partition, three bricks wide. The concrete roof was 60 centimeters thick, supported by wire and a close network of steel beams. The roof was covered with 20 centimeters of gravel and 15 to 20 centimeters of red clay. The roof of the building was level with the ground. The only entrance to the building was through a round opening about one meter in diameter, located at the western end of the roof, above the corridor. An iron cover with bolts could be opened from either side. A portable step-ladder served as steps to the corridor. [redacted] there was no water line to the building. There were four or five underground pipes providing air for the building. The underground building was not a store-room or warehouse, since it was always kept closed and never used. A barbed wire fence was built to isolate these three production buildings from the remaining part of the plant area. After the job of installing the power drills was completed in late 1949, forced laborers were not permitted to enter the fenced-off area.

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6. Two new, reinforced concrete buildings were ready for production at the end of August 1949. Only free workers were permitted to work there. [redacted]

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7. Materials shipped into the plant consisted of sheet metal five millimeters thick, iron ingots, copper pipes about eight millimeters in diameter, small iron pipe-like beams, and many wooden barrels about 75 centimeters in diameter and loaded with a heavy material.

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8. All of the plant production was shipped in strong wooden boxes of different sizes. The largest box [] was .5 x .06 x .06 meters (sic). Two or three loaded, 60-ton, eight-wheel freight cars left the plant every week. Ten, 60-ton, open cars brought coal to the plant twice a month; ten carloads of coal were always kept in reserve at the plant. Round, metal containers, approximately 1.6 meters long and 20 centimeters in diameter, filled with some type of condensed gas, were frequently delivered to the plant. []

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9. There were five dormitories, each with 25 rooms with six beds each, in the vicinity of the plant at the end of 1949. Additional housing for workers of the plant was provided in late 1949 and early 1950. This consisted of three large, two-story brick houses, located slightly south of the plant. [] the plant would expand, because of the increasing number of dormitories, the empty space in the eastern part of the plant area, and the continual arrival of building materials at the plant.

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Alma-Ata

10. A work section of Ushosdor (Spravleniye shosseynykh dorog-Highways Directorate) was located at Alma-Ata. One group was at the Veselaya zhizn Kolkhoz, located some 12 kilometers east of the Alma-Ata - China border highway.⁴ Thirty-five [] employed in the section lived in another dormitory located in a distillery some 26 kilometers northeast of Alma-Ata. The section employed about 1,000 free workers []

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[] Most of the Poles were women. Most of the migrants, who lived or kolkhozy, were forbidden to leave their immediate areas without the permission of a representative of the MVD commandant who was attached to each kolkhoz. They had to register with the representative, all of whom were MVD lieutenants, once a week.

11. The Alma-Ata - China border highway, built around 1948, was 322 or 332 kilometers long. The job of the work section was to keep the road in good condition for the frequent transport convoys going to China. The highway was eight meters wide, six meters covered with asphalt and one meter on each side covered with gravel. Telegraph and telephone poles were located along the highway. A reinforced concrete bridge ten meters wide, crossing the Malaya Almatinka River, was located about one kilometer east of Alma-Ata. The highway at the bridge was ten meters wide, but at the Kazachka River bridge, located about two kilometers from the city, the highway was eight meters wide.⁵ The highway began at the eastern edge of the city, went almost straight to the north, and turned to the northeast. In 1951 - 1953, source had frequently seen military convoys of from 20 to 25 trucks passing over the road. The trucks were heavily loaded and covered with canvas, and each had an armed soldier seated beside the driver in the cab. An MVD major was in charge of most of the convoys.

Installations in Alma-Ata

12. The Third Militia Station was located on Pasteur Street near the Green Market in Frunzenskiy Rayon [] The Second Militia Station was located on Gogol Street near Stalin prospekt in Stalin'skiy Rayon, and the Fifth Militia Station was located in the rayon center of Tastak (N 43-16, E 76-55).⁶ Part of this rayon was recently transferred to the city of Alma-Ata.

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13. The Tashkent Mechanical Plant (sic) was located near the cemetery. A large plant making street and rail freight and passenger cars was located at the end of Tashkent Street at the western edge of town at the Frunze Highway intersection.⁷ A mechanical plant (sic) located at Pasteur Street made beds, kitchen, and iron furniture.⁸ A military plant was located in southwest Alma-Ata on Uygur Street, one block from the Barakholka Market. The entrance to the plant was on the side off Uygur Street and parallel to Shevchenko Street. The entire plant area was surrounded by a two-meter brick wall, and the plant was guarded by para-military guards. Ordinary workers at the plant were Communist Party members (sic). A winery was located at the end of Alma-Atinka Street near the brewery. Another winery was located at the corner of ~~Karakh and Tashkent~~ Streets. Two or three hydroelectric power stations, which supplied the town with electricity, were located 30 to 35 kilometers south of the city in the mountain area.
14. The Udamnik Theater was located on Zhitnikov Street, the Alma-Ata Theater was located in Federatsiya Park, the Ala-Tau was on Karl Marx Street, the Rodina was at the end of Gogol Street, and the TYUZ Theater was located on Kalinin Street.⁹
15. The railroad station was located in Leninskiy Rayon. All official military and civilian parades passed along Stalin prospekt, located in the center of the city. Panfilov Street ran parallel to Stalin prospekt; both streets were separated by a large square. The First City Hotel was located one block from the Kalinin intersection on Panfilov Street. The hotel's large restaurant was patronized frequently by city dignitaries. The Dom Kolkhoznikov Hotel was located at the corner of Furmanov and Maksim Gorkiy Streets; it had only a cafeteria.
16. The Red Cross hospital and its main office were located in a large building at the corner of Maksim Gorkiy Street and Stalin prospekt. The Second Polyclinic was located on the street which joined Federatsiya Park and the Green Market. The main post office was located on Kirov Street; a town garden was just in front of this building. Komsomol Street passed along the edge of the garden and ran parallel to Kirov Street. The main State Bank was on Furmanov Street.¹⁰
17. The prison was located at the corner of Uzbek and Tashkent Streets. A seven-story reinforced concrete military construction building, built in early 1950, was on Komsomol Street. Tashkent Street ran along the northern edge of the city; the Belinskiy Highway began at Tashkent Street, somewhat east of the railroad station, and ran to Alma-Ata First, some eight kilometers to the north. The main railroad station was located in the old town of Alma-Ata First.
18. A tobacco sovkhos was located near the edge of town along an asphalt road which joined the China border and the Belinskiy Highway. A large oil storage area, with underground storage facilities, five or six railroad tank cars, and several metal tanks, was located at the eastern edge of Belinskiy Highway, three kilometers north of Alma-Ata Second. This base, surrounded by a brick wall, was the main fuel supply for the airfield located nearby and for the city and its industries.
19. The Burunday Sugar Plant was located about 33 to 35 kilometers west of Alma-Ata First.¹¹

Transportation

20. Alma-Ata streetcars were painted red and white, and yellow and white. Line No. 2 circled in front of the railroad station and made its return trip. Line No. 6 joined Alma-Ata First with Alma-Ata Second, along the Belinskiy Highway. Line Nos. 2 and 3 passed near the Barakholka Market. Line No. 4 went from Alma-Ata Second over a very steep route for some eight kilometers

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to Tastak. There was no stop between the city and Tastak. Streetcars ran from 0600 to 0100 hours, and the cost of tickets inside the city was 30 kopeks.¹²

21. Alma-Ata busses were painted green and yellow. They ran from 0600 to 2100 hours but then operated only once every hour until 0100 hours. Busses usually ran along the main streets of the city. Bus Line No. 2 joined Alma-Ata First with Alma-Ata Second. The busses were well maintained.

22. [] the Soviets planned to build a railroad connecting Alma-Ata with the China border in the near future. [] a line was surveyed close to the China border highway in fall 1954.¹³

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MVD

23. The commandant of Camp No. 224 in Chimkent was MVD Lieutenant Zalevitskiy (fnu).
24. MVD Major Serbin (fnu) was director of Section 535 (uchastok) of the Alma-Ata Highway Directorate; he always wore a military uniform. His deputy chief engineer (nu) was a civilian. The office of this section was at the Luch vostochno-Kolkhoz, located near the eastern outskirts of Alma-Ata. A personal file was kept on each worker at this office. The main office of the Highways Directorate was located on Uzbek Street; it was transferred in the spring of 1954 to a building located on Dzerzhinskiy Street at Gogol Street.¹⁴
25. MVD Lieutenant Colonel Goncharov (fnu), who wore a military uniform, was director of the Highways Directorate in Alma-Ata.¹⁵ His deputy chief engineer (nu) was an MVD captain. A Russian named Sacha (Aleksandr, lnu) also worked there. All others employed in the Alma-Ata Highways Directorate office were civilians.
26. An MVD senior lieutenant (nu) was in charge of the Special Commandant's Office (spets komendatura) at the Veselaya zhizn Kolkhoz in Alma-Ata. This office handled cases of deported persons. An MVD lieutenant (nu), who always wore a military uniform, was commandant of the Veselaya zhizn Kolkhoz dormitory.
27. The main office of OVIR (Foreigners' Visas and Registrations Section - Otdel viz i registratsii inostranstev (MVD Militia)) was located on Kirov Street at the corner of Abaya Street, and its branch office was located on Chaykovskiy Street. The branch office was transferred to a new building at the corner of Gogol Street and Stalin prospekt in early 1955. An MVD major (nu) was chief of OVIR in Alma-Ata. MVD Lieutenant Akimdzhanov, or Khakimdzhanov (fnu), a Kazakh, and a female clerk (nu), were always present at the main OVIR office.
28. A large MVD building was located at the corner of Dzerzhinskiy and Kalinin Streets in Alma-Ata.

Military

29. [] a large and modern military and civilian airfield was located along the asphalt road between the China border and Belinskiy Highway, about two kilometers north of Alma-Ata. [] Large military transports were seen on the airfield, []
30. A large military airfield used by jet aircraft was located along an eight meter-wide gravel road, one and one-half to two kilometers north of the intersection of the highway which passed the sugar refinery, about 25

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kilometers from Alma-Ata First. The barracks of an air force unit was located among the trees of a large garden located some 50 meters south of the intersection. The areas around the barracks and the airfield were restricted, and sentries at a sentry box located at the intersection checked all persons who turned off the highway and went toward the airfield or toward the barracks.

31. A military radio station, surrounded by a two-meter, barbed-wire fence and guarded continually by armed soldiers, was located one and one-half to two kilometers north of Alma-Ata First. The station could be reached by the northern extension of Belinskiy Highway. The town of Ili (N 43-53, E 77-10) is located some 60 kilometers north, along this highway.
32. A gravel road, 800 to 1,000 meters long, went west from Belinskiy Highway, about three kilometers north of Alma-Ata First, and led to another military airfield. The field was seldom used, but jet aircraft were known to use the field.
33. A cavalry regiment was located in barracks on Zhitnikov Street in Alma-Ata, near the bridge which crossed the Malaya Almatinka River.
34. On two or three occasions, [redacted] a cavalry regiment, motorized infantry units, and part of a tank unit participate in parades in the city. The tank unit was represented by three or four medium tanks whose gun barrels were about one and one-half meters long. [redacted] several tank groups of from three to four tanks participating in maneuvers, a few kilometers northeast of Alma-Ata.
35. An airfield was located slightly north of the railroad, two kilometers from Leninakan, in the direction of Yerevan.

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Economic

36. Consumers' goods appeared in unusually large quantity in the shops in Alma-Ata during the second half of 1953 and almost all of 1954. Shoes and luxury items came from Czechoslovakia; china and cloth goods from Poland; hats and furniture from Austria; plastic goods, electrical appliances, and kitchenware from Germany; and silk and matches from China. These and many other items were sold without rationing or restrictions in all of the State stores. They were in great demand, since the merchandise was cheaper than home-made items and much superior in appearance and quality compared with similar Soviet-made items. Most of these articles disappeared from kolkhoz shops, located in rayon centers, at the end of 1954; the same situation prevailed in the city shops in early 1955. As a result, the bazaar and markets, where prices were much higher, became popular again. In Dzshulfa, two scarves and one pair of women's hose cost 140 rubles.
37. [redacted]
38. Anyone leaving the USSR was forbidden to take government books with them.

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Comments

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1. According to available information, a Major General N. S. Molchanov is professor at the Military-Medical Academy i/n S. M. Kirov in Kirov.
2. Donsk or Tomsk cannot be located in Arkhangelsk Oblast on available maps. However, Verkhnyaya Toyma (N 64-06, E 46-51) is a rayon center, and Verkhne-Toymenskiy is a selsovet in Arkhangelsk Oblast.
3. According to available information, there is no tractor plant in Chirkent. The Tank Repair Plant and Motor Vehicle Assembly Plant are located in Chirkent. [redacted] probably [redacted] the Chirkent Lead Smelting Plant i/n Kalinin. 25X1 25X1
4. [redacted] this group lived in a dormitory at the Veselaya zhizn Kolkhoz. 25X1
5. [redacted] probably referring to the Pryamukha River, located about two kilometers east of Alma-Ata. 25X1
6. According to available information, the Second Militia Station is on Panfilov Street in Leninskiy Rayon, and the Fifth Militia Station is located on 13 Liniya Street in Stalinskiy Rayon in Alma-Ata.
7. According to available information, the Alma-Ata Railroad Car Repair Plant, which repairs locomotives and freight and passenger cars, is located west of Alma-Ata No. 2 railroad station.
8. According to available information, a furniture factory is located east of Bolshaya Almatinka River, on Pasteur Street.
9. According to available information, the Udarnik Theater is on Tsentralnaya Street, the Alma-Ata Theater is on 1/n 28 Panfilov Guardsmen Park, and the Rodina Theater is in the Park of Rest and Culture.
10. According to available information, the State Bank for Leninskiy Rayon is located on Furmanov Street, in Alma-Ata.
11. This is presumably the Alma-Ata Sugar Refinery, located in the Burunday Workers' Settlement, northeast of Alma-Ata No. 1.
12. According to available information, streetcars in Alma-Ata run until 0200 hours.
13. According to available information, construction of the Alma-Ata - Lanchow Railroad is progressing satisfactorily. However, construction had not yet started from the Alma-Ata side in early 1955.
14. According to available information, the Highways Directorate was located on Dzershinskiy Street in 1952.
15. According to available information, the address of L. B. Goncharov was in the Highways Directorate building on Dzershinskiy Street in Alma-Ata.
16. [redacted] Large military transport planes were seen there. 25X1
17. [redacted] Comment: [redacted] [redacted] Ili is sometimes found as Iliysk. 25X1 25X1 25X1

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Note: 1. Turkestanskaya should probably read Tashkent Street.

2. Kazakskaya should probably read Kazan Street.

Comments

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1. According to available information, the City Hospital is located on Dungan Street.
2. According to available information, the Alma-Ata Museum is located in 1/n 28 Panfilov Guardsmen Park.
3. According to available information, the Tricot Factory i/n Dzerzhinskiy is located on Furmanov Street.
4. According to available information, Children's Contagious Disease Hospital No. 5 is located on Aba Street.
5. According to available information, Sewn Goods Factory No. 2 is located on Furmanov Street.
6. According to available information, the MVD Directorate for Alma-Ata Oblast is located on Karl Marks Street.
7. According to available information, the Koskhkombinat Artel Tanning Plant is located on Kaganovich Street.
8. According to available information, the Pimokat (Felt Boots) Plant is located on Kazan Street.
9. According to available information, a wine plant is located on Shkola Street.

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